Reimagining the French Quarter

City of New Orleans

June 15, 2020

MAKING THE CASE FOR PEDESTRIANIZATION IN THE FRENCH QUARTER

Effective, low-cost and sustainable solution with multiple benefits

- Social Benefits
- Health Benefits
- Environmental Benefits
- Transportation Benefits
- Public Safety Benefits

FRENCH QUARTER PEDESTRIANIZATION GOALS

- ✓ To offer a safe, accessible and comfortable environment for residents and visitors to enjoy the French Quarter.
- ✓ To improve the overall quality of life in the French Quarter with sustainable near- and long-term pedestrian-centric approaches.
- ✓ To provide creative opportunities that support the full business ecosystem to reopen, recover and thrive as we move through and beyond COVID19 restrictions.
- ✓ To establish an inclusive framework and processes for decision-making that ensures pedestrianization efforts support improved outcomes for all stakeholders.

CONSTRAINTS BEING CONSIDERED

- ✓ Ongoing and upcoming construction
- ✓ Operations of existing Royal and Bourbon pedestrian malls
- ✓ Street and sidewalk widths
- ✓ Existing curb use designations
- ✓ Accessibility (ADA)
- ✓ Sanitation operations
- ✓ Pavement quality
- ✓ Delivery operations
- ✓ Zoning
- ✓ Parking Lots

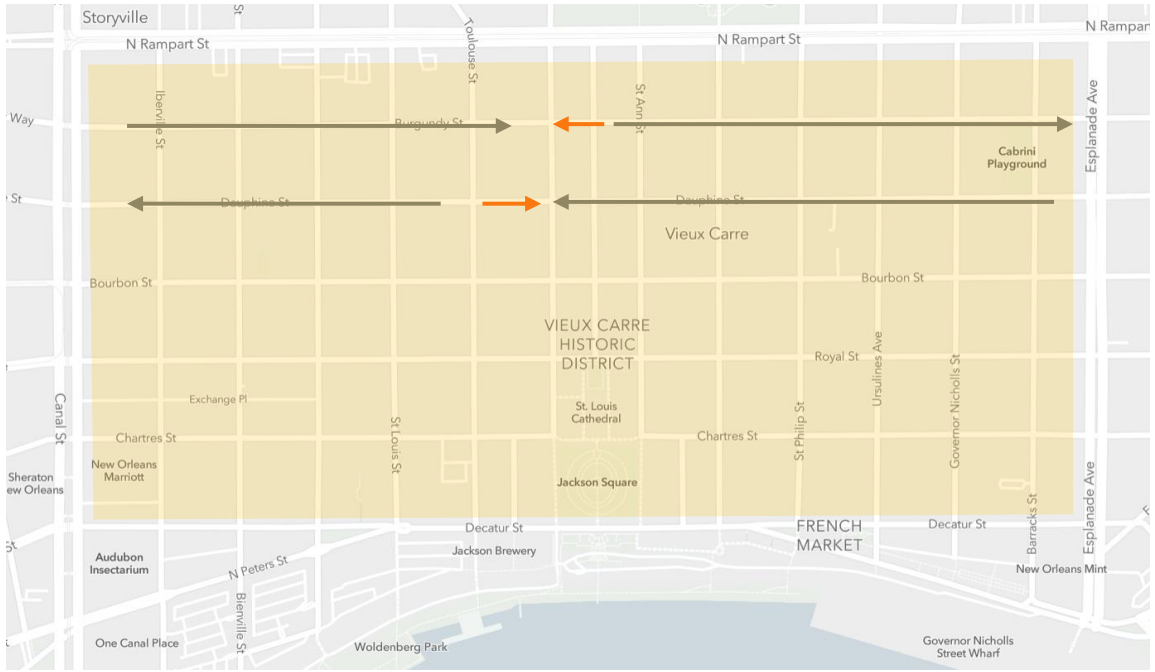
Assumptions:

- *Sidewalk and roadway repairs would be completed in advance of implementing pedestrianization approaches*
- *Signage / lighting would be evaluated and adjusted if necessary*

French Quarter Proposed Pedestrianization Concepts

Slow Quarter *"Slow Car"*
French Quarter Concept

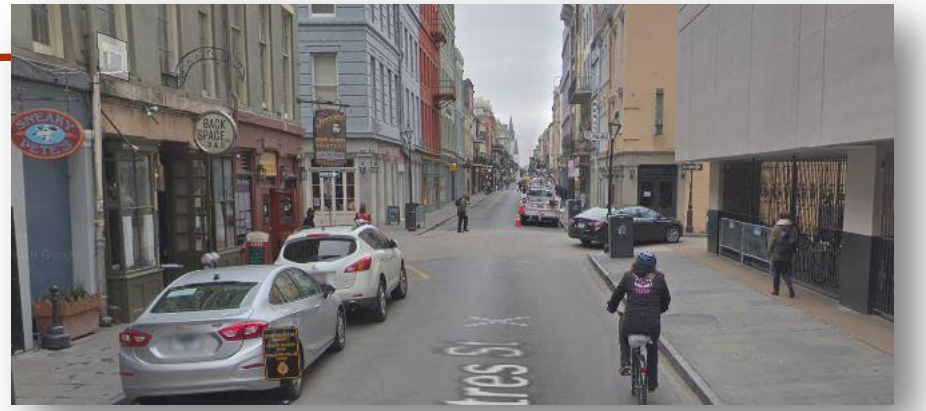
SLOW QUARTER *"SLOW CAR"* ELEMENTS



- ✓ Reduced Posted Speeds
  - Interior Roads: 15mph
  - Perimeter Roads: 20mph
- ✓ Gateway Treatments
- ✓ Local Traffic Only
  - Upriver/Downriver Streets – 2 block max travel
  - Reverse travel direction for 1 block on Dauphine and Burgundy with bike contraflow
- ✓ Traffic Calming
  - Alternating side parking
  - Interior intersection narrowing
- ✓ Layered with other Proposals
  - Decatur Street, French Market Place, Frenchmen St

SLOW QUARTER *"SLOW CAR"* ELEMENTS

Gateway Treatments

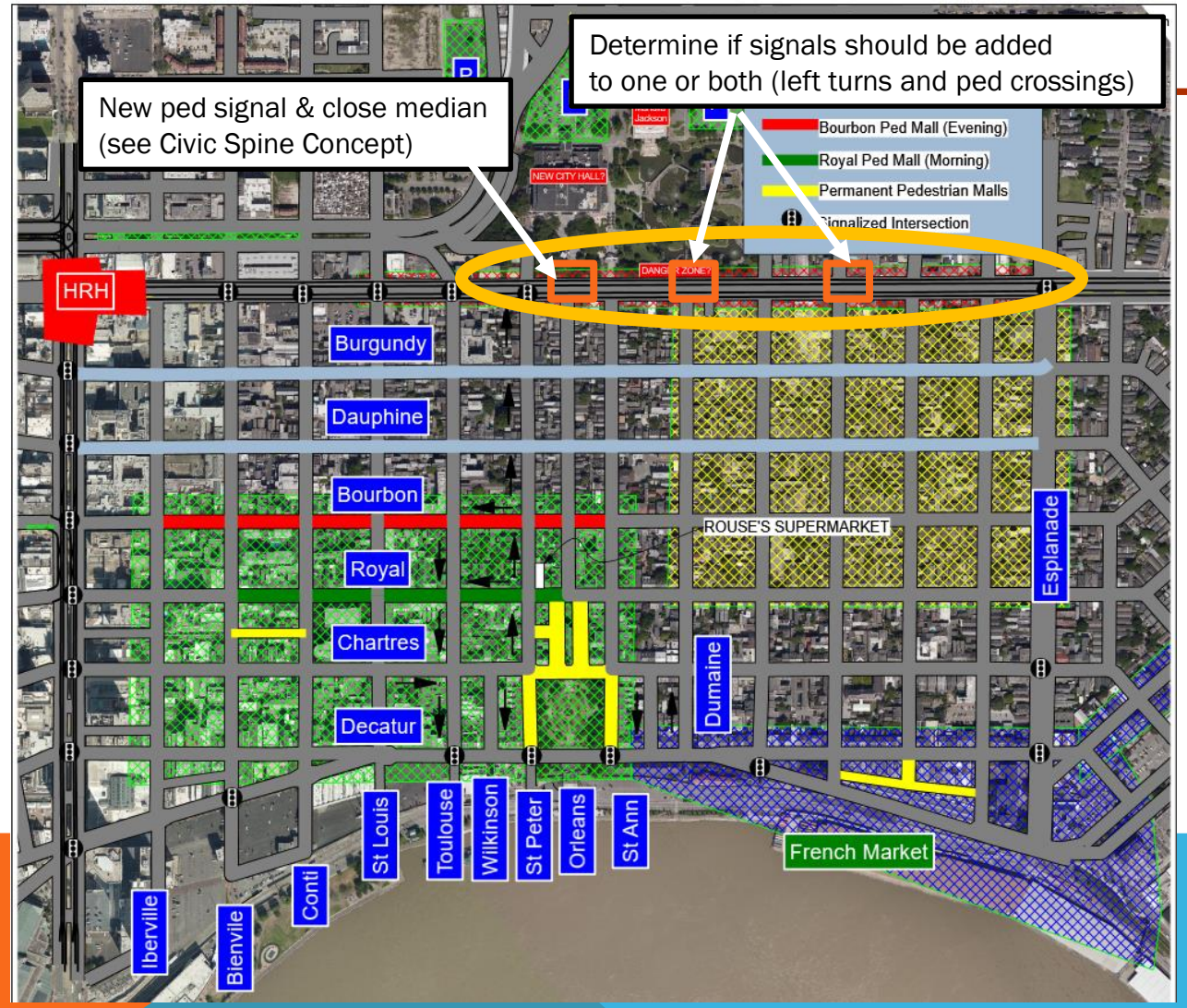


Traffic Calming – Alternating Parking

Safer Rampart Street Concept

NEW YORK CITY INSPIRATION FOR SAFER RAMPART STREET

SAFER RAMPART STREET CONCEPT



Zone A (Emphasize pedestrian-friendly design and operations in Upriver/River quadrant)

Zone B (Emphasize pedestrian-friendly design and operations along Decatur between Jackson Square, Washington Square, and Crescent Park)

Zone C (Emphasize buffering residential areas from nuisance traffic to improve pedestrian experience)

Zone D (Emphasize safe crossings of Rampart)

Burgundy and Dauphine Corridors (Emphasize measures to mitigate traffic patterns due to changes in Zone A, B, and/or C)

Pedestrian Generators (Emphasize safe connections to Carondelet Streetcar Stop, planned RTA transfer hub at Basin Street, and areas around Armstrong Park)

SAFER RAMPART STREET ELEMENTS

High Visibility Crosswalks

Protected Bike Lanes

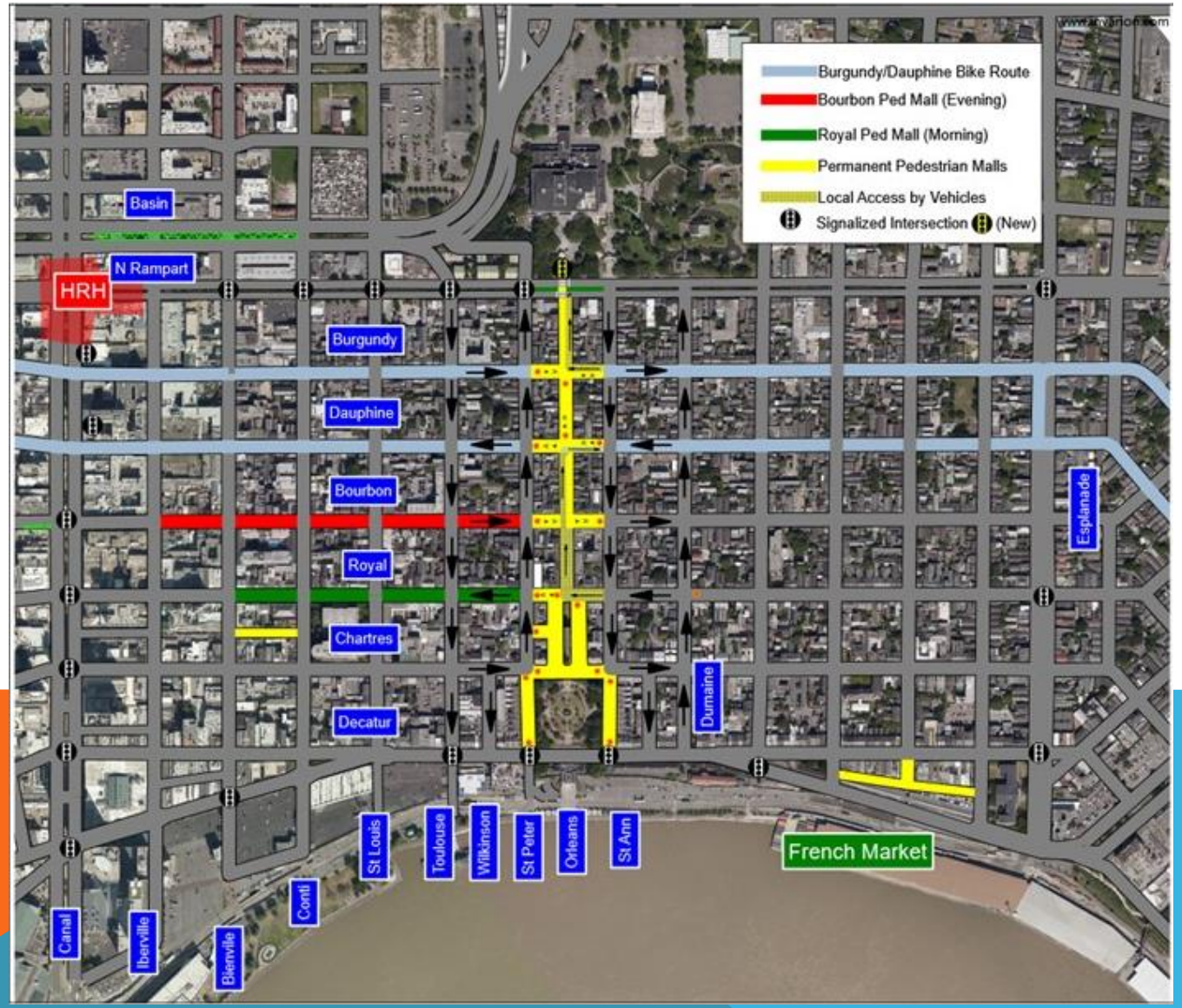
Additional Pedestrian Signals

Safety Bollards

Civic Spine with Pedestrian Mall Expansion Concept

CIVIC SPINE INSPIRATION

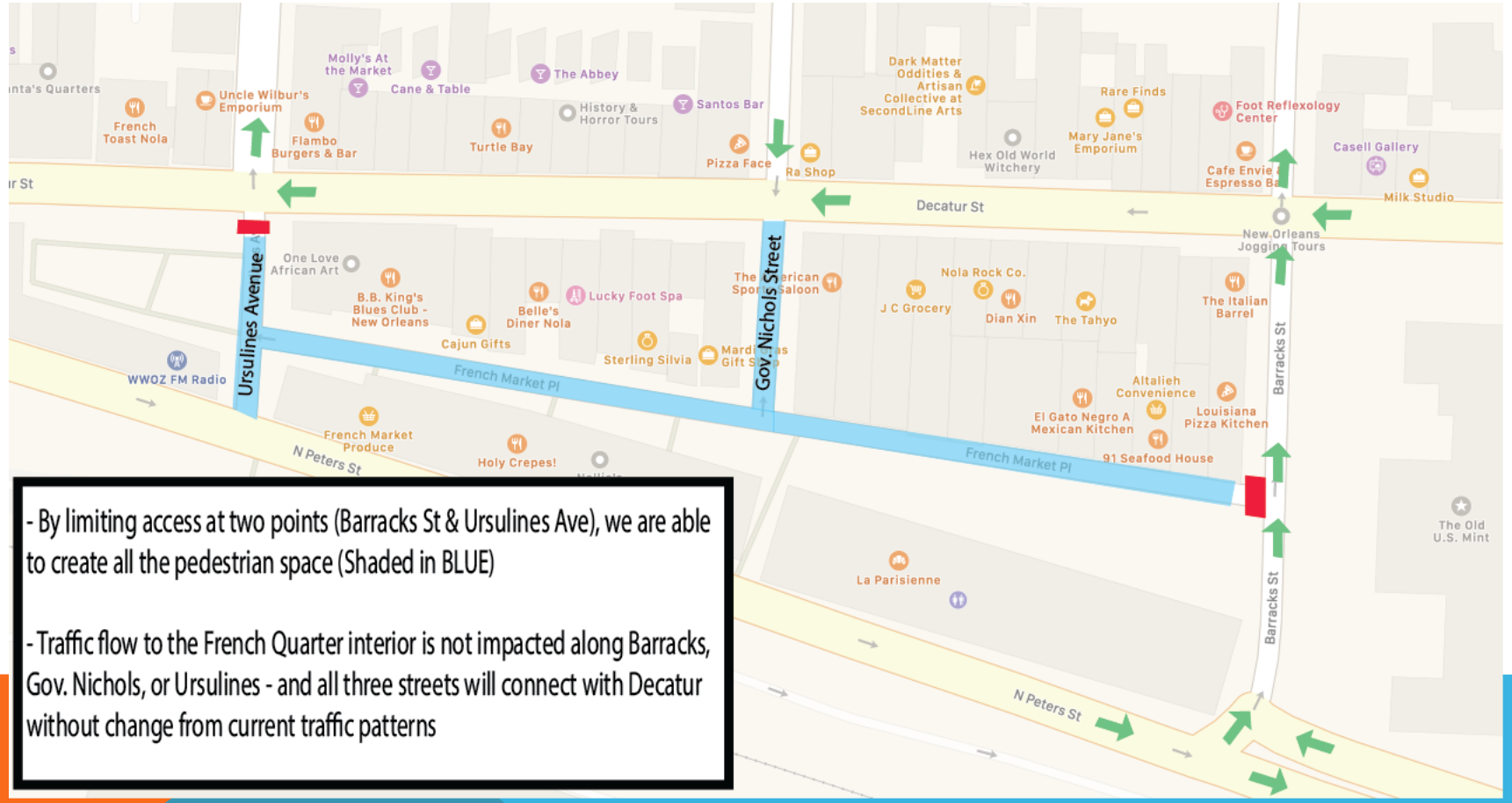
CIVIC SPINE AND PEDESTRIAN MALL EXPANSION CONCEPT



- Adding network “spine” between Chartres and Rampart, St. Peter and St. Ann (Orleans option shown here)
- Extending Pedestrian Mall with bike access one block in either direction between St. Peter and St. Ann
- Allowing limited local car traffic (on Orleans, Royal, Dauphine, and Burgundy (no on-street parking)
- Integrating pedestrian features where appropriate

French Market Pedestrian Concept

FRENCH MARKET PLACE PEDESTRIAN CONCEPT



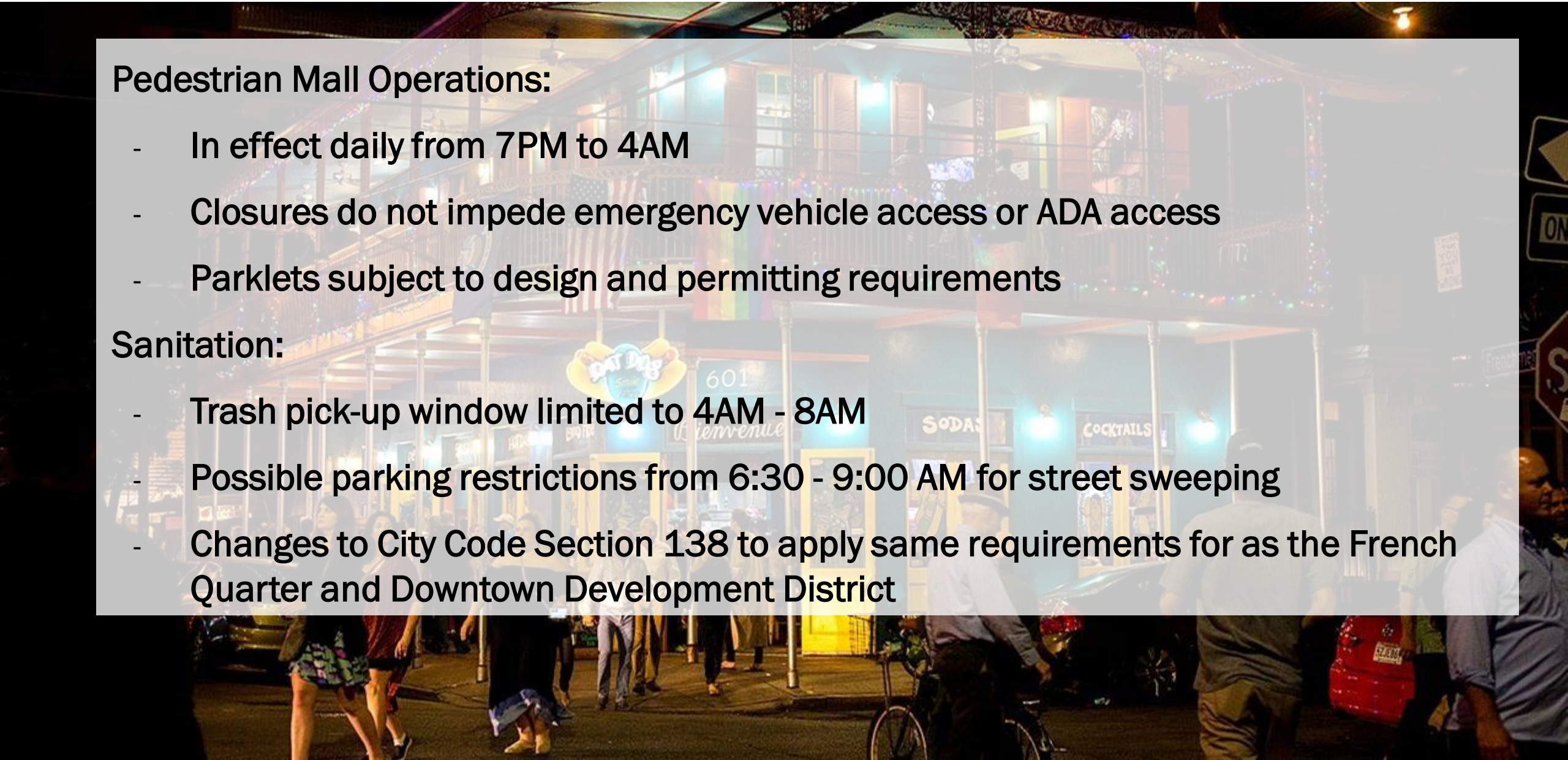
- Close off French Market Place to motorized vehicles
- Create more space for the vendors to spread out at 6ft distances
- Expand pedestrian space, and even create more places to sit down
- Barracks Street, encouraged as loading / unloading zone

THE SHADED SPACE ON THE RIGHT SIDE OF THE IMAGE (IN GREEN) HIGHLIGHTS HOW MUCH PARKING/ UNLOADING SPACE IS STILL AVAILABLE IF SPACE ALONG FRENCH MARKET PLACE IS REMOVED.

Frenchmen Street Pedestrian Mall Concept

FRENCHMEN ST: CURRENT CONDITIONS

FRENCHMEN ST: OPERATIONAL CONSIDERATIONS



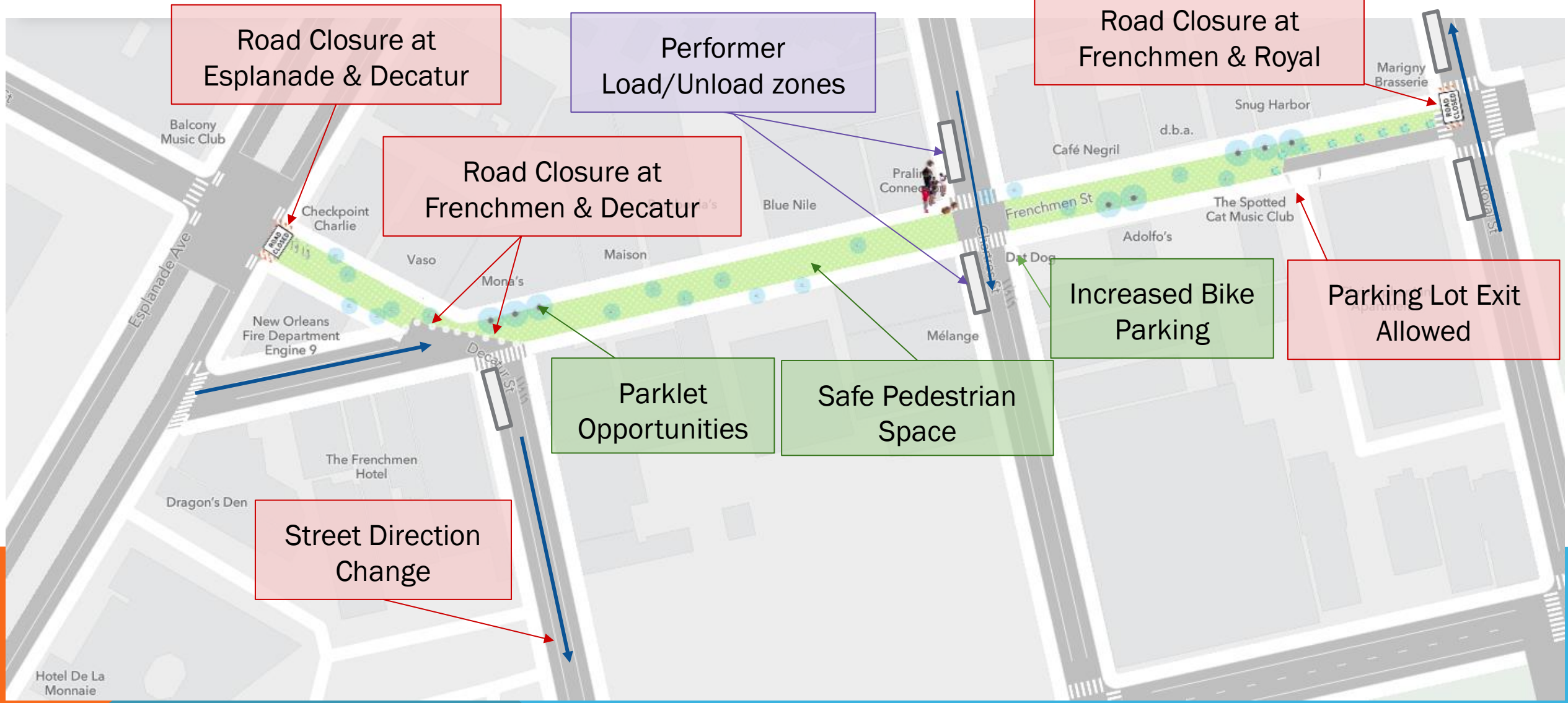
Pedestrian Mall Operations:

- In effect daily from 7PM to 4AM
- Closures do not impede emergency vehicle access or ADA access
- Parklets subject to design and permitting requirements

Sanitation:

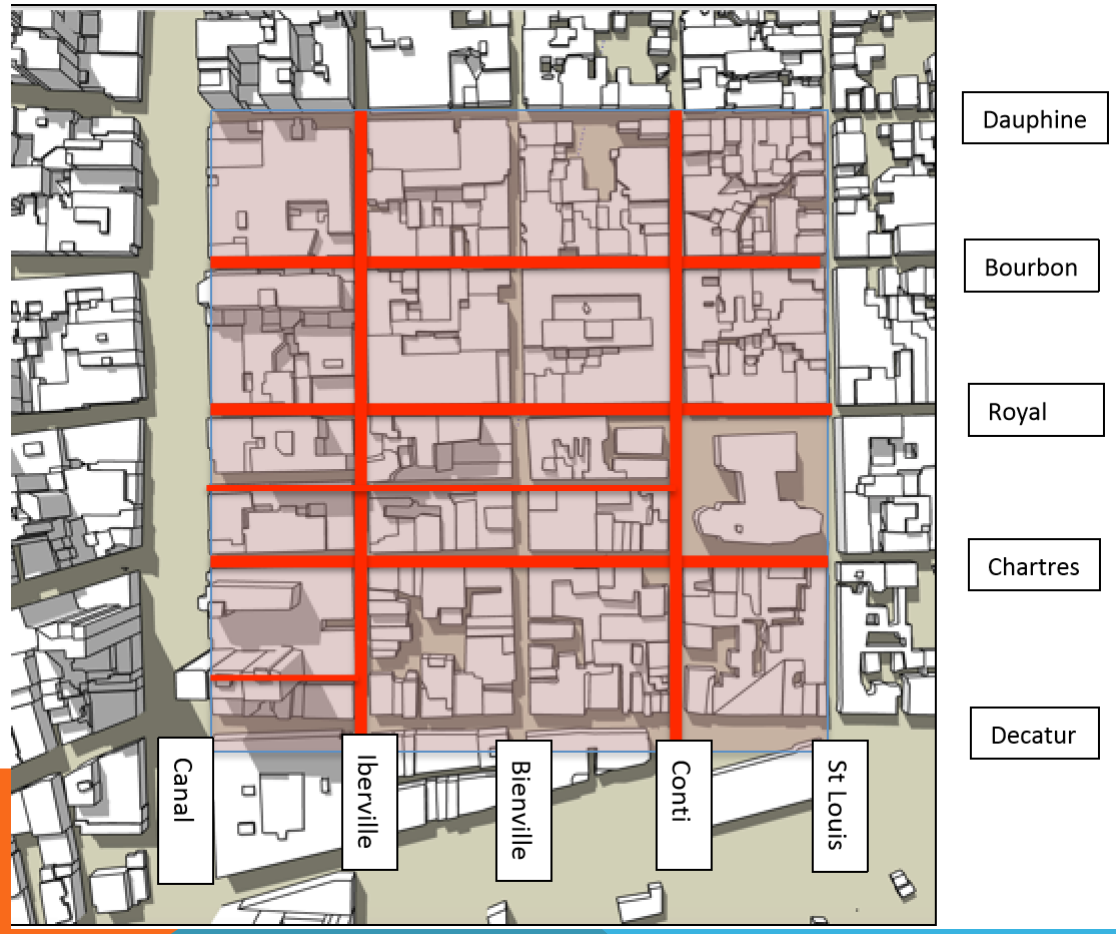
- Trash pick-up window limited to 4AM - 8AM
- Possible parking restrictions from 6:30 - 9:00 AM for street sweeping
- Changes to City Code Section 138 to apply same requirements for as the French Quarter and Downtown Development District

FRENCHMEN ST: DAILY PEDESTRIAN MALL (7PM TO 4AM)



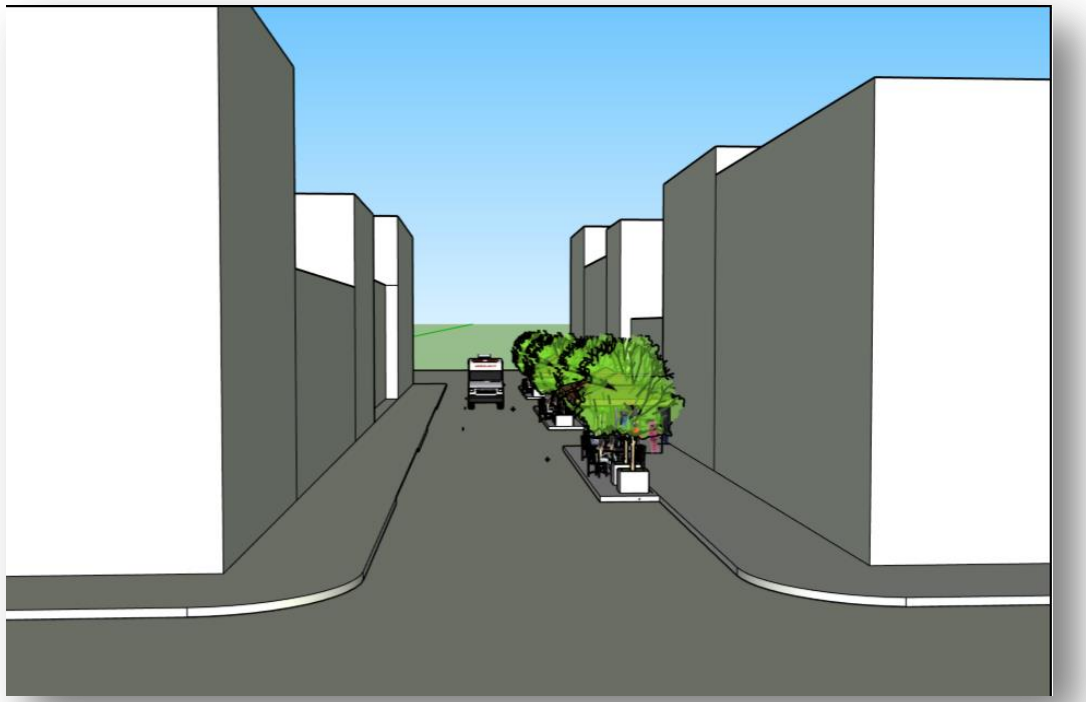
Upriver / River “Safe & Social Concept

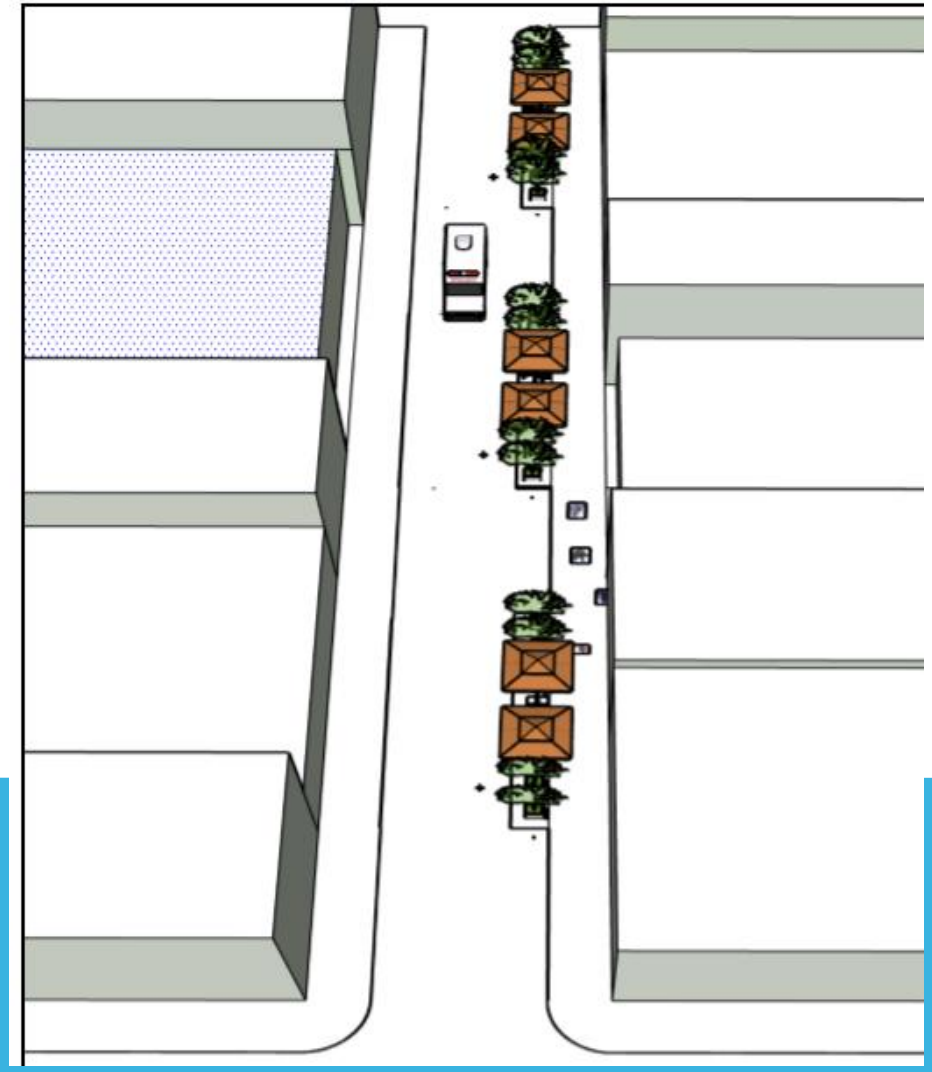
‘NEW ORLEANS SAFE AND SOCIAL’ CONCEPT



- Pedestrian streetscapes (parklets) from Canal to St Louis and from Decatur to Dauphine
- Canal, Decatur, Dauphine and St Louis open for vehicular access
- Daily vehicular traffic closures beginning at 5 p.m. on “red” streets
- Bienville could remain a vehicular street after 5 p.m. for emergency access, etc.

‘NEW ORLEANS SAFE AND SOCIAL’ CONCEPT – BOURBON STREET





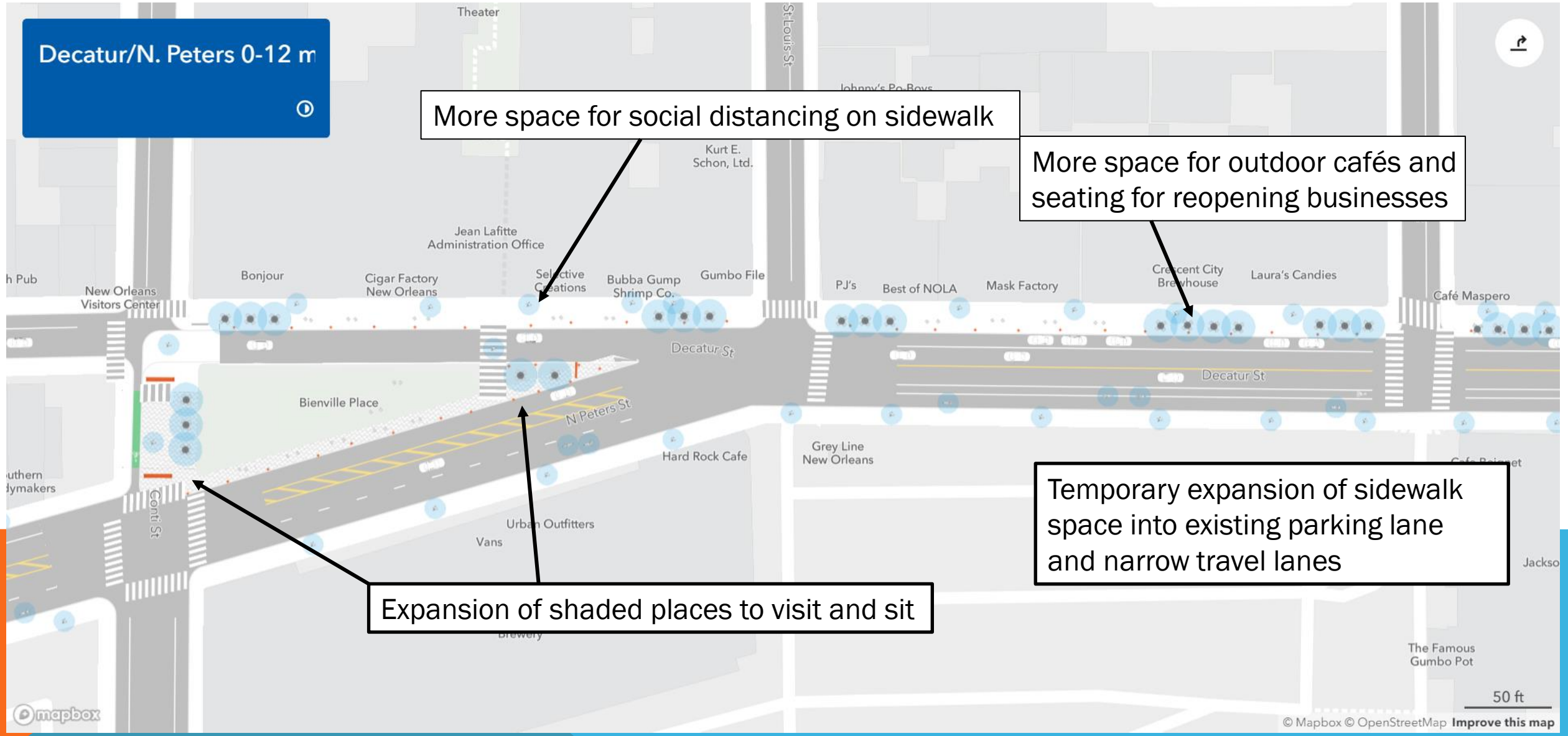
Decatur/N. Peters Concept

DECATUR/N. PETERS RUE DE RIVOLI, PARIS INSPIRATION

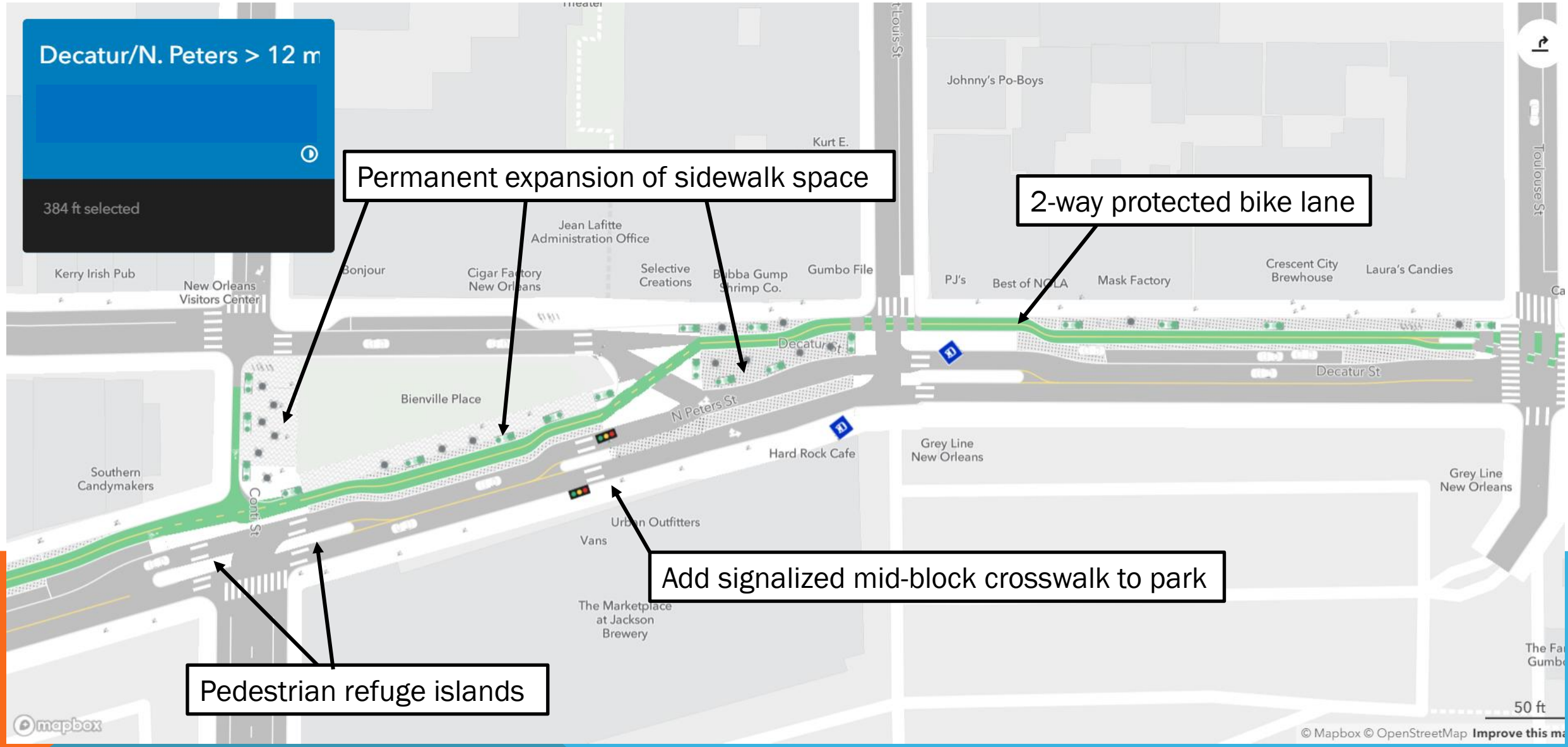
DECATUR / N. PETERS CONCEPT

- Temporary expansion of sidewalk into parking to allow for more social distancing and space for outdoor cafes
- Expansion of shaded places to visit and sit
- Create permanent sidewalk expansions at critical locations
- High visibility pedestrian crosswalks, refuge islands, etc.
- Prioritize travel in upriver direction between Dumaine and Wilkinson for emergency vehicles, bicycles, public buses, and mule-drawn carriages – NO CARS

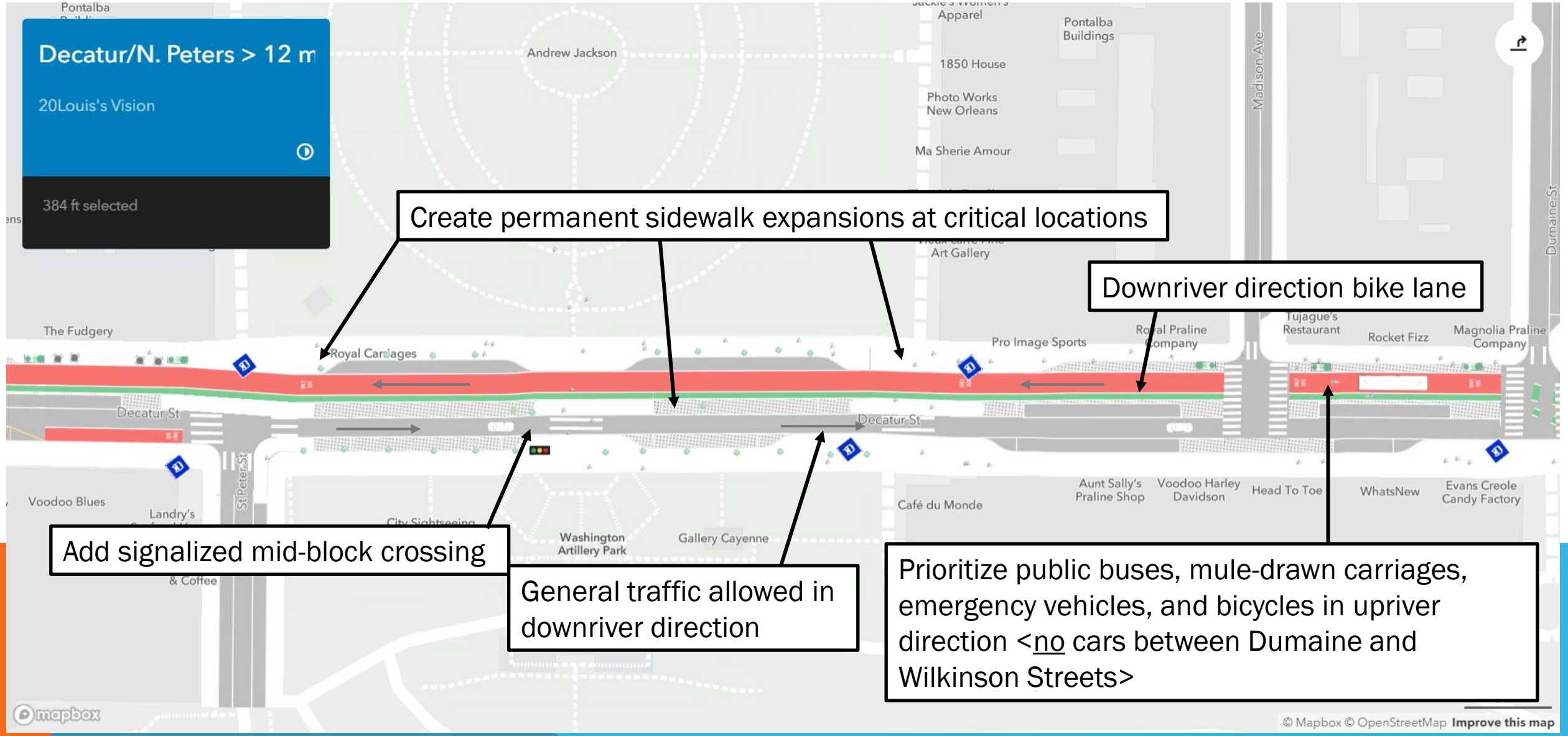
UPPER DECATUR/N. PETERS CONCEPT (0-12 MOS)



UPPER DECATUR/N. PETERS CONCEPT (>12 MOS)



MIDDLE DECATUR/N. PETERS CONCEPT (>12 MOS)



Next Steps / Fast Track Opportunities for Phase 2 COVID Recovery

ALLOW OPEN AIR BUSINESS OPERATIONS TO OCCUR IN THE CITY RIGHTS-OF-WAY

Phase 2

- ✓ Sidewalk café permits issued for French Quarter streets with no fees.
- ✓ Adjacent businesses will be allowed to place tables, chairs, and umbrellas in City-designated expanded sidewalk areas if basic design guidance is followed and notification is provided to the City.

Phase 3

- ✓ A permitting system will be available for businesses wishing to operate open air café's in the street adjacent to their buildings. The permit will be fee-based and renewable on an annual basis. Expanded design guidelines will apply and the permits may be limited to street blocks that meet a minimum restaurant/bar/café density requirement and other restrictions.
- ✓ The City will coordinate with French Quarter organizations to launch a public street furniture program that will expand seating and shade options (chairs, tables, umbrellas, planters, etc.). The program will operate daily / apply to designated streets and may include an option for businesses to participate.

RE-INSTITUTE / EXPAND HOURS OF THE EXISTING PEDESTRIAN MALLS - ROYAL STREET AND BOURBON STREET

Phase 2

- ✓ Re-institute Pedestrian Mall on Royal Street (Orleans to Bienville) and Bourbon Street (Iberville to St. Ann)
- ✓ Modify and expand closure hours for motor vehicles:
  - NOON – 4am closure (16 hours)
  - 4am – NOON open for sanitation operations, delivery vehicle parking, passengers pick up/drop off, and service vehicle parking (no general parking). During this time the street is open for through traffic.
  - **NOTE:** Evening Trash Pickup would occur from side streets ONLY.
- ✓ Allow open air business operations to occur in pedestrian mall within guidelines during Pedestrian Mall hours.
- ✓ Commission and implement public art in the 100 blocks of Bourbon and Royal to include pavement murals, wall murals, and/or floating elements.

Phase 3

- ✓ Introduce public street furniture program into Bourbon and Royal Street pedestrian malls.

DESIGNATE INTERNAL STREETS AS A 15 MPH ZONE

Phase 2

- ✓ Reduce speed limits on internal streets to 15 mph by ordinance
- ✓ Introduce gateway treatments at entrances to “15 MPH Zone” such as speed limit signage

Phase 3

- ✓ Alternate on-street parking and designated curb uses on select streets
- ✓ Expand gateway treatments at entrances to “15 MPH Zone” such as raised crosswalks, curb extensions, and/or planters

EXPAND SIDEWALK AREAS AND PUBLIC PLAZAS ON SELECT STREETS

Phase 2

- ✓ Expand sidewalk widths on Lake side of Decatur and N. Peters Streets (between Conti Street and Ursulines Avenue; 7 blocks) into the curb spaces currently designated for parking, freight, and passenger zones.
- ✓ Designated curb uses for these blocks will be suspended during this time.
- ✓ Expanded sidewalk widths can be used by adjacent businesses for tables, chairs, and umbrellas within guidelines.
- ✓ Close Conti Street (Decatur to N. Peters) to motor vehicle traffic and expand public plaza around Bienville Place.

Phase 3

- ✓ Introduce public street furniture program into expanded sidewalk areas and public plazas.
- ✓ Expanded sidewalk widths can be used by businesses for tables, chairs, and umbrellas by permit.

IMPLEMENT MULTI-MODAL SAFETY IMPROVEMENTS ON N. RAMPART STREET

Phase 2

- ✓ Increase corner zone lengths to improve sight distances before unsignalized crosswalks using striping and safety bollards
- ✓ Add stop bars and “stop here for pedestrians” signs before unsignalized crosswalks

Phase 3

- ✓ On Lake side, flip the locations of the existing bike lane and on-street parking.
- ✓ Convert bike lane to two-way operation.
- ✓ Install appropriate pavement markings and signage.

Concept Implementation Timelines

TIMELINES – SLOW QUARTER & SAFER RAMPART

Concept	Estimated Implementation Timeframe			
	Phase 2	Phase 3 and beyond		
Slow Quarter Concept	**0-3 mos**	**3-6 mos**	**6-12 mos**	**>12 mos**
Reduce speed limits for internal streets from 25 mph to 15 mph (requires City Council action)	X			
Install gateway treatments		X		
Install traffic calming		X		
Introduce travel direction change on Burgundy & Dauphine at Orleans		X		
Evaluate reducing speed limits from 35 to 20-25 mph on perimeter streets			X	
Evaluate for effectiveness and modifications/expansions	X	X	X	X
Stakeholder Engagement	X	X	X	X
Safer Rampart Street Concept	**0-3 mos**	**3-6 mos**	**6-12 mos**	**>12 mos**
Install painted curb extensions at corners / pedestrian signage	X	X		
Add pedestrian signals to existing traffic signals		X		
Install 2-way protected bike lanes with connection to Lafitte Greenway per MNOB			X	
Install traffic signal between St. Peter & Esplanade			X	
Evaluate for effectiveness and modifications	X	X	X	X
Stakeholder Engagement	X	X	X	X

TIMELINES – PED MALL EXPANSION & FRENCH MARKET

Concept	Estimated Implementation Timeframe			
	Phase 2	Phase 3 and beyond		
Ped Mall Expansion with Civic Spine	**0-3 mos**	**3-6 mos**	**6-12 mos**	**>12 mos**
Convert Orleans Street and immediate intersecting blocks to 24 hour pedestrian and bicycle mall between Royal and Rampart (incorporate local access for cars but no parking)		X		
Install new traffic signal on Rampart at Orleans to allow pedestrians and bicyclists to cross			X	
Add pedestrian-friendly streetscape features such as planters and parklets where appropriate			X	
Evaluate for effectiveness		X	X	X
Stakeholder Engagement	X	X	X	X
French Market Place Concept	**0-3 mos**	**3-6 mos**	**6-12 mos**	**>12 mos**
Consolidate delivery operations (time and locations)	X			
Establish daily closure of French Market Place to cars between set hours using temporary barricades and expand outdoor dining, seating, and shade that allow for social distancing	X	X		
Evaluate for effectiveness and possible permanent closure	X	X	X	
Possible permanent closure				X
Stakeholder Engagement	X	X	X	X

TIMELINES – FRENCHMEN, SAFE & SOCIAL, DECATUR / N. PETERS

Concept	Estimated Implementation Timeframe			
	Phase 2	Phase 3 and beyond		
Frenchmen Street Concept	**0-3 mos**	**3-6 mos**	**6-12 mos**	**>12 mos**
Consolidate trash collection operations (times)		X		
Convert Decatur (Frenchmen to Elysian Fields to one way in downriver direction)		X	X	
Establish parklet outdoor dining / seating spaces for social distancing using opt in/opt out process		X	X	
Establish daily evening/nighttime closure to cars using temp. barricades and expand outdoor dining and seating options		X	X	
Evaluate for effectiveness		X	X	
Possible permanent closure to cars				X
Stakeholder Engagement	X	X	X	X
Safe and Social Concept (Upriver/River Quadrant Streets)	**0-3 mos**	**3-6 mos**	**6-12 mos**	**>12 mos**
Establish parklet outdoor dining spaces for social distancing using opt in/opt out process for blocks with higher restaurant densities		X	X	
Establish daily closure to cars on select streets using temp. barricades		X	X	
Evaluate for effectiveness		**X**	**X**	
Possible continued operation				X
Stakeholder Engagement	X	X	X	X
Decatur/N. Peters Multi-modal Concept	**0-3 mos**	**3-6 mos**	**6-12 mos**	**>12 mos**
Temporarily expand sidewalk spaces into existing parking lanes to allow for social distancing and outdoor dining and seating options	X	X	X	
Evaluate for effectiveness	X	X	X	
Possible permanent expansion and improvements				X
Stakeholder Engagement	X	X	X	X